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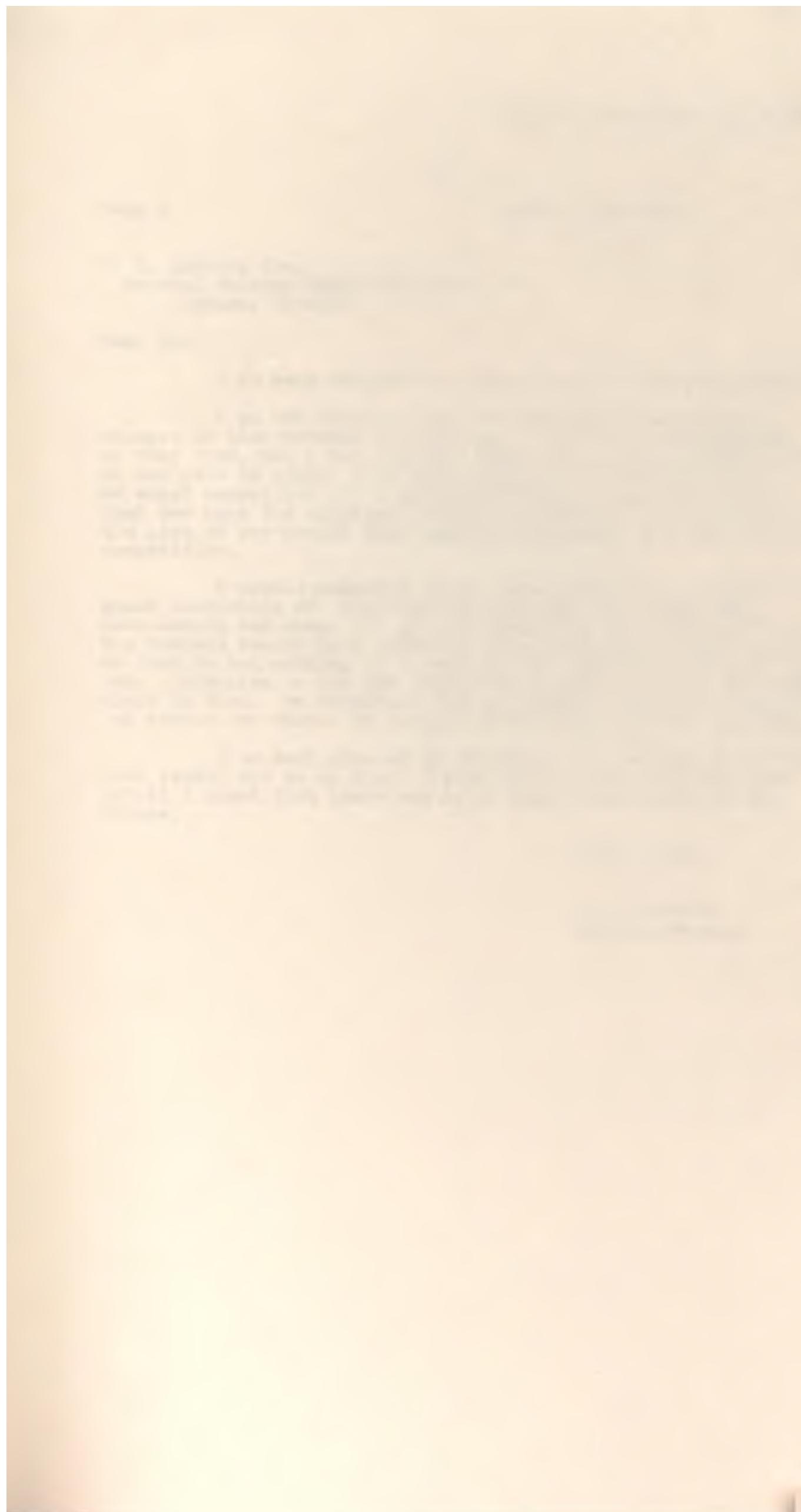
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Page 4

Sept. 15th 1883

D. C. Luisley Esq.
General Manager Canada Atlantic Ry.
Ottawa, Ontario

Dear Sir,

I am much obliged for your favour of the 14th instant.

I am not familiar with the history of the various changes in time between Montreal and Ottawa since the opening of your line, but I can say that there has been no disposition on our part to ignore your line or not to recognize it as an equal competitor and I am sorry to learn from your letter that you have the slightest reason to complain of any action on the part of our people that was not consistent with open and fair competition.

I merely remarked to Mr. Wainwright that I thought the great shortening of time between Montreal and Ottawa was unnecessary and would not pay and expressed my surprise that his Company should have joined in such a movement. He informed me that he had nothing to do with it and that he understood it was your intention to run the train only a week or two to shew what could be done. We therefore took no steps to meet the time, which of course, we should be obliged to do were it to be continued.

I am much pleased at the spirit of fairness expressed in your letter and as we shall always try to meet it in the same spirit I trust that there may be no cause for trouble in the future.

Yours truly,

W. C. VanHorne
General Manager.

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Sept. 16th 1883

James Ross Esq.
Manager of Construction
Calgary, Man.

Dear Sir,

a few days ago a Mr. Kerr bearing a general letter of authority from you came here to purchase supplies.

He called on Mr. Shaughnessey who very properly objected to his coming into this market to purchase anything save dry goods and clothing and in my absence referred the matter to Mr. Stephen and Mr. McIntyre who informed Mr. Kerr that these purchases must be made through our Purchasing Agent.

I supposed that this matter was already fully understood by you but since it seems not, I have to say that an arrangement exists between the North American Contracting Company and this Company for the purchases through our Purchasing Agent of all construction material, tools, hardware and everything of that nature that have to be purchased east of Winnipeg and requisitions for such supplies must be sent to him and this arrangement will be made to include all supplies of all descriptions to be purchased in this market.

We have an organization here for the purpose of seeing that all supplies and materials ordered are shipped within the time agreed on and to see that there is no delay in transportation between the shipping point and Port Arthur and now that the season of lake navigation is drawing to a close and lake transportation is becoming scarce it is exceedingly important that all of this business should be done through one channel.

In the matter of clothing and dry goods it will probably be necessary for you to send some one here who knows exactly what is wanted, to make selections but the purchases must be made in the regular way through the Purchasing Agent.

I heard of a case a few days ago where an order was sent to a Toronto firm (I think from you) for a lot of blocks and tackle, or something of that kind which the firm were unable to fill from

... 2

It is to guard against such cases as this as well as to secure prompt transportation and the lowest prices going that the arrangement referred to was made for the purchase of supplies for the North American Contracting Company through our Purchasing Department.

Until recently the different Managers of Construction have been ordering on "their own hook" and that has resulted in their having to pay higher prices in almost every case than the Railway Company paid for the same articles at the same time and also resulted in great delays in shipment.

Much depends on your having your supplies well in hand before winter sets in and as we will soon have to pay all rail rates and contend with the delays incident to winter transportation, I trust that no time will be lost in getting in your requisitions.

Yours truly,

W. C. VanHorne,
General Manager

Page 19

19 Sept. 1883

P. J. Stevenson Esq.
374 Notre Dame St.
Montreal

Dear Sir,

I am advised by Mr. Egan that Capt. Talbots' Buffalo starts from Winnipeg today. You are probably aware of the route by which it is to be forwarded at least, I judge so from the conversation I had with you a week or two back.

Yours truly

W. C. VanHorne
Gen. Manager

C.P.R. Letterbook No, 3, 1883

Page 22

2 Sept. 1883

F. R. F. Brown Esq.
Mechanical Supt.

Dear Sir,

My record of the Rogers Locomotive Contract makes the \$8300 each or Chicago \$8500. The price in voucher is 3 @ \$9075.00 and 9more @ \$8525. Where does the difference arise,

Yours truly,

A. Piers

Page 24

22nd Sept. 1883

George Stephen Esq.
President

Dear Sir,

I returned last night from Sudbury Junction to which point the Main Line of the Eastern Division is nearly completed.

You will probably be glad to learn that the country from Lake Nipissing to the Michipicoten River, a distance of nearly two hundred and fifty miles, promised to be one of the finest agricultural districts in all Canada. So far as I have seen it, fully 80% of the land can be cultivated, and the soil is mainly of the very best description. At present this country is covered by an almost unbroken forest consisting of Pine, Tamarack and hard woods, the lands belonging to the Ontario Government and a liberal land policy on their part within a very few years make that portion of our line as productive as the section in the Ottawa Valley. From my own observation and the best information I have been able to get, I estimate that no less than eight million acres of fine agricultural land will be tributary to our line between Callendar and Michipicoten where the country has hitherto been supposed to be worthless, except for the timber standing upon it.

In this connection I would add that trustworthy information strengthens the opinion I expressed to you a few weeks ago, that we have at least one million acres of land available for agriculture between Thunder Bay and Winnipeg where we never counted on anything

Yours truly,

W. C. Van Horne
General Manager

21st Sept. 1883

R. R. H. Toelaer Esq.
P.O. Box 1665
New York

Dear Sir,

Absence from home has prevented an earlier reply to your letter of the 6th inst. which reached here on the 8th.

I have had a talk with the President on the subject of, that letter, and consider that you had better proceed to Amsterdam, and there with the advice of Mr. Boissevain and Mr. Vis, thoroughly go into the question of Dutch and Continental Emigration, the action to be taken and the mode in which it is proposed to work it, and when this is done report fully the result. You had better also take the advice of those gentlemen as to the most suitable place for an office and look out for one; but you must understand that we do not want an expensive establishment.

As regards the specimens of products etc. there is a supply of them already in London or Amsterdam, and they can be utilized as you suggest if necessary; but this and all other details had better be left until Mr. Stephen goes to England, which will be in a few weeks, when the result of your enquiries and consultations will enable him to say what is to be done.

A voucher has been passed for your account and a cheque will be forwarded at once.

Yours truly,

W. C. Van Horne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 32

Sept. 21st 1883

Jno. M. Egan Esq.
General Superintendent
Winnipeg, Man.

Dear Sir,

Please note what General Strange says about prairie fires. I am afraid from what I saw on my last trip out that there is something wrong with our netting. It may be necessary to carefully burn the grass on both sides of the line to a reasonable width.

As the ranches increase in number the damage resulting from these fires may become very great.

Yours truly,

W. C. VanHorne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 33

Sept. 21st, 1883

John M. Egan Esq.
Winnipeg, Man.

Dear Sir,

I am told that my car No. 10 has been receiving very hard usage. That it is frequently used as a sleeping room for train men etc. and that some of the blankets and other articles are gone. I don't know how much truth there is in this, but it may be well to investigate. The car had a double set of blankets last winter.

Yours truly,

W. C. VanHorne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 35

Sept. 21 st, 1883

Major J. M. Walsh,
Port Arthur, Ont.

Dear Sir,

I am much obliged for your note of the 10th instant.

I think the parties had better be kept in the "sweat box" until I come up again which I hope will be within two or three weeks. I will see you at Port Arthur and decide on the plan of action.

Yours truly,

W. C. VanHorne
General Manager

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Sept. 21st 1883

General J. B. Strange
Calgary N. W. Terr.

Dear Sir,

Replying to your favour of the 5th instant, I have to say that the location of our divisional points is governed by distance and that we cannot well change from the point fixed upon.

If the Indian Reservation remains as it is, which I doubt, it will probably be worse for the Indians than for the Company. The Indians should not have been located adjoining the railway as their proximity to stations is sure to result in trouble.

Referring to the prairie fires, I can only say that on my last trip west I caused an examination of all of our locomotives to be made and found the netting in good order. I have given instructions to use the greatest possible care in this matter as I appreciate the importance of what you say on the subject.

Yours truly,

W. C. VanHorne,
General Manager

C.P.R. Letterbook No. 3, 1883

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Sept. 21st 1883

S. T. K. Prune Esq.
Dwight, Illinois

Dear Sir,

Replying to your note of the 15th instant.
If you will write Mr. Acton Burrows, Deputy Minister of
Agriculture, Winnipeg, Manitoba, he will advise you as
to the best sources of information as to crops in that
region.

Yours truly,

W. C. VanHorne,
General Manager

C.P.R. Letterbook No. 3, 1883

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Sept. 21st, 1883

Harry Abbott Esq.
Manager of Construction,
Algoma Mills, Ont.

Dear Sir,

As I wired you today any men you may have to spare should be sent at once to John Ross, Gravel Bay, Lake Superior. He needs a large number - Rock men more particularly.

The rate of pay on that work will be \$1.75 for shovel men and \$2.00 for rock men. Board \$4.00 per week.

I think Mr. Ross can also utilize your surplus horses and plant. If not Worthington may want some of them.

It is possible that we may want you on the Michipicoten work with a portion of your present force.

I will discuss this with you on Mr. Smellie's return from the Northwest.

Yours truly,

W. C. VanHorne,
General Manager

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Sept. 21st, 1883

John M. Egan Esq.
General Superintendent
Winnipeg, Man.

Dear Sir,

Referring to yours of the 12th about house. The architects here are infernally slow and you had better have a plan made by one of the best architects in Winnipeg. There are one or two there who have done some very neat work.

The house should be handsome in design and thoroughly well built. In order that it may be perfectly healthy, it should be built high so that the bottom of the cellar may be fully as high as the natural surface of the surrounding ground which would bring the main floor about 7'6" above the general level. A little ingenuity on the part of the architect will make it look well.

It should be arranged for heating with hot water or a furnace. Hot water will be much the best.

I presume that such a house may be built exclusive of the cost of the lot for \$3500.00 or thereabouts. At all events it should be a house suitable for the chief officer of the Company in the Northwest.

As to the location you can judge better than I. That suggested on the Assiniboine will answer very well, if not too distant. Perhaps you can find a first rate neighbourhood and a healthy locality nearer, say in the vicinity of Ashdown's residence.

Yours truly,

W. C. VanHorne

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Sept. 21st 1883

John M. Egan Esq.
Winnipeg Man.

Dear Sir,

Referring to yours of the 13th inst. about tree planting. Please make on a moderate scale such experimenting as you think best. We should know what the possibilities are as soon as practicable. We might be able to get some valuable information on this subject from the Northern Pacific People who have been experimenting for some years. If the experiment is tried it should not be permitted to fail for want of care. The ground should be well prepared and carefully protected against prairie fires.

Yours truly,

W. C. VanHorne
General Manager

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Sept. 21st 1883

John M. Egan Esq.
General Superintendent
Winnipeg, Man.

Dear Sir,

If the enclosed statement is designed to shew the value to us of the use of the line between St. Vincent and Emerson it does not cover the case.

Mr. Harder assumes that all of the through traffic carried should be figures at not less than \$1.00 per car. I do not see where this comes in, if our rates from Emerson are the same as from St. Vincent as I believe is now the case.

By taking the business at Amerson we would lose as I understand it, simply the freight business between St. Vincent and Emerson shipped locally to Emerson and we would lose something on each passenger carried.

What I want to get at is the value of the earnings we would lose.

Please have this information furnished as quickly as possible.

Yours truly

W. C. VanHorne,
General Manager

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September 21st 1883

W. S. Alexander Esq.
Traffic Manager, St. Paul, Minneapolis and Manitoba Ry.
St. Paul, Minn.

Dear Sir,

Your telegram of the 17th instant as repeated to me up the line read "you make special number four less than special number five" and I replied accordingly - I have just found the original which reads "special number six less than special number five".

In making up the figures sent you I made all the rates as high as your figures would permit and the discrepancy between special classes five and six grows out of the peculiarity of the situation and I don't see how it can be helped, but I cannot perceive any practical objection to the relative rates as I made them for these two classes.

The rates made for the east side of the River were governed by our distance tariff to St. Boniface, which, being fixed by law, we could not change, but on the west side of the River we were able to increase them somewhat and as the distance is greater ;both by your lines and ours to west side points there is nothing inconsistent in the difference; on the contrary it is quite proper to make a difference.

Yours truly,

W. C. VanHorne,
General Manager

C.P.R. Letterbook No. 3, 1883

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Enclos.

22 Septr. 1883

Messrs Barney & Smith Man'g Coy.
Dayton, Ohio

Dear Sirs,

I send you herewith the contract (in duplicate) for one Parlor Car and twelve sleepers, and with it, one copy of your specification with my pencil alterations, and the two signed copies of your "proposition" as originally forwarded to me. The other copy of your specification I retain.

I would just say that with the exception of the pencil alterations referred to, the specification is exactly the same as yours, and the few additions I have made serve only to bring the description of the cars a little more closely to what our understanding is with regard to them.

Please sign the specification and proposition (already accepted by me) and return one copy to me for file.

Yours truly,

W. C. VanHorne,
General Manager

C.P.R. Letterbook No. 3, 1883

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President
24 Sept. 1883

R. H. Toelaer Esq.
New York

Dear Sir,

Referring to a conversation had with Mr. VanHorne with regard to yourself, and upon which he has written to you, I have only to add that that you may see Mr. Alexr. Begg, our London Agent and endeavor to co-operate with him on the Continent where he has already had considerable experience in Emigration matters.

Yours truly

Geo. Stephen

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25th Sept. 1883

John Ross Esq.
Port Arthur

Dear Sir,

I am advised today that the tug "Active" with Schooners
"Glenora" and "John Gaskin" left Kingston on the 22nd
inst. for Gravel Bay and Magokamun.

The "Glenora" has Tons 913.1.3.17 of
rails and the "Gaskin" 925.12.0.3

1838.13.3.20

The balance of your order (3600 tons) will follow within
a week.

Yours truly,

W. C. Van Horne
General Manager

C.P.R. Letterbook No. 3, 1883

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Personal

Sep. 26th 1883

John M. Egan Esq.
General Superintendent
Winnipeg, Man.

Dear Sir,

Referring to the enclosed from Mr. Manvel. As the Manitoba Southwestern has been paid for by this Company and practically transferred I do not see that he need give himself any further trouble about it. Treat the matters referred to exactly as if it were one of our own branches keeping separate accounts however, as an independant organization will have to be maintained for some time to come.

Yours truly,

W. C. VanHorne,
General Manager

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Sep. 26th 1883

H. H. Loucks Esq.
Pembroke, Ont.

Dear Sir,

I am very much obliged for the valuable suggestions contained in your favour of the 20th inst. and will act upon them.

We are making an attempt to suppress the riotous conduct of the raftsmen who almost invariably give us trouble when going up the line in parties but we find the law inadequate as you say.

Yours truly,

W. C. VanHorne,
General Manager

C.P.R. Letterbook No. 3, 1883

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Sept. 26th 1883

E. B. Osler Esq.
Toronto, Ont.

Dear Sir,

I have today written Mr. Wragge a personal letter informing him of the result of our conversation in New York and that it is the intention to turn the Grey and Bruce over to the Ontario and Quebec management on October first.

An official notification on your part as President of the Ontario and Quebec will, however, probably be necessary in making the change and it may be necessary that it should be accompanied by an official notice on the part of the President of the Toronto, Grey and Bruce.

Yours truly,

W. C. VanHorne

Sep. 27th 1883

H. B. Ledyard Esq.
President and General Manager
Michigan Central Railway
Detroit, Mich.

Dear Sir,

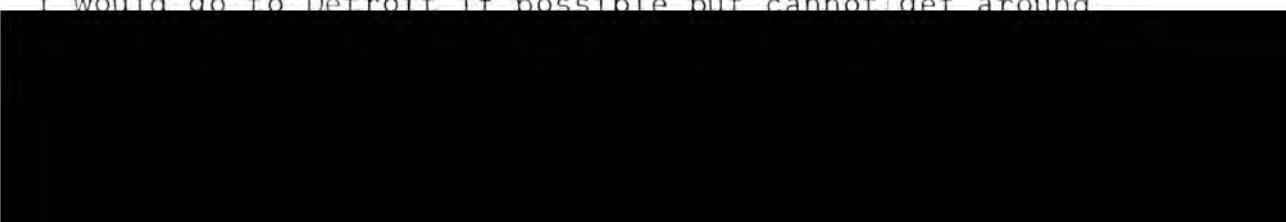
My almost constant absence from home lately has to some extent been the cause of delay in formulating the points we desire to cover in the proposed traffic contract with your lines but the chief cause of delay has been the incompleteness of our arrangements for connections east of Montreal out of which we expected would arise the most difficult questions to be dealt with in making such a contract.

These arrangements are now in a comparatively definite shape, so far advanced, at least, as to admit of our stating the situation to you privately although it might perhaps lead to some embarrassments were it to be made public just now.

Mr. Scott as a mutual director has kindly volunteered to assist in removing some difficulties that may be anticipated with the New York Central people in view of the recent changes in our geography.

At his suggestion I am preparing a memorandum describing these changes and supplementing my letter of July 9th and I will send a copy to-morrow for your information.

I am obliged to start for Lake Superior and Rocky Mountain Sections on Sunday or Monday going via Toronto and Collingwood. I think it would be a great advantage could we meet and discuss some of the points before I go. Can you not come to Toronto on Monday or Tuesday? I would go to Detroit if possible but cannot get around



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Private

Sep. 27th, 1883

W. Whyte Esq.
Genl. Supt. Credit Valley Railway
Toronto, Ont.

Dear Sir,

Enclosed I return correspondence about sleeping cars with a letter giving my views on the subject, which it might be well for you to send privately to Mr. Ledyard for his information. It has a bearing on some matters which we have had recently under discussion and I can say in a letter to you what might be impolite to say direct to him.

Yours truly,

W. G. VanHorne

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Sep. 27th 1883

W. Whyte Esq.,
General Superintendent
Credit Valley Railway
Toronto, Ont.

Dear Sir:

Referring to Mr. Ledyard's letter to you of the 24th instant I must say that I can see no good reason for changing our position in the sleeping car matter.

His objection to assuming any portion of the mileage on the ground that it would establish a precedent which might in the future work injuriously to his line is equally strong on our side.

If the cars are put on at all between Chicago and Toronto before our through line between Chicago and Montreal and Portland is established they should be put on by the Michigan Central and Canada Southern and not by the Credit Valley whose interest in the line is only twenty-three per cent.

For a temporary line of this kind there would not be much objection to paying mileage for the cars on the Credit Valley although as a matter of principle we ought not to do it but under no circumstances should the Credit Valley pay one cent toward the mileage west of St. Thomas nor should the Credit Valley be a party to any contract with the Sleeping Car Company because for one reason in any traffic arrangement we may make with the Michigan Central we wish to secure the right to run our own sleeping cars through between Portland, Montreal and Chicago and a Credit Valley contract with the Wagner Company would be very embarrassing as the through sleeping cars can usually do the Toronto business.

I would therefore say to Mr. Ledyard that pending the opening of our through lines you are willing to haul over the Credit Valley through sleeping cars to and from Toronto if the Michigan Central and Canada Southern Roads elect to put them on and that you will (if you think best) pay your proportion of the mileage that is, the mileage over your own road.

We would prefer not to start at all than to start on any other basis.

If the Michigan Central and Canada Southern are so tied up by their contract with the Wagner Company that they cannot make such an arrangement it does not augur well for our future relations.

The object of the Wagner people in this matter is clear enough. They im-



C.P.R. Letterbook No. 3, 1883

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Sep. 27th 1883

My dear Mr. Norequay,

I am in receipt of your letter of the 19th instant.

I am very glad to learn of your successful and pleasant trip. I will be in Winnipeg toward the end of next week and hope to have the pleasure of seeing you.

We will do all we consistently can to encourage the coal mines at Medicine Hat. Mr. Harder has been instructed to give them the benefit of our wholesale coal rates: the same as for coal in quantities from Port Arthur for corresponding distances; which are very low.

I fear from reports received that the Medicine Hat coal will not answer for locomotive, although very good for domestic and ordinary purposes.

Yours very truly

W.C. Van Horne

Hon. John Norequay
Winnipeg, Man.

C.P.R. Letterbook No. 3, 1883

Page 111

28 September 1883.

My dear Mr. Scott,

I did not have time before leaving New York to write the promised memorandum, but I enclose it herewith.

On further consideration of the matter I fail to discover any good reason why we should refrain from competing on an even footing with the Grand Trunk for Boston business and I still believe that a line drawn from Boston to St. Albans is the greatest restriction the Canadian Pacific should consent to.

I have sent a copy of the memo to Mr. Ledyard.

Yours truly,

W.C. Van Horne
General Manager

W.L. Scott Esq.,
Erie, Pa.

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28 Sept. 1883.

Messrs.
The Darney & Smith Mang. Co.,
Dayton, Ohio.

Dear Sir,

In sending you the car contracts for execution last week, I ought perhaps to have especially called your attention to the change from English tapestry to plush for the upholstering. You will notice the alteration in pencil in document forwarded by you.

Yours truly,

W.C. Van Horne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 113

28 Sept. 1883.

H.B. Ledyard Esq.
President,
Michigan Central R.R.,
Detroit.

Dear Sir,

I enclose herewith copy of a memorandum
prepared for Mr. Scott, supplementing my letter to you of the
9th July, as mentioned in my letter of yesterday.

Yours truly,

W.C. Van Horne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 126

28 Sept. 1883

My dear Mr. Pearsall,

Enclosed I send you a copy of a memorandum which I have prepared and forwarded to Mr. Scott; it will I think enable you to understand the subject of our conversation at the Grand Central Depot the other day.

On account of some matters connected with our negotiations East of Montreal it would be impolite to make this subject public at this time but you can make use of the information in discussing the matter with Mr. Vanderbilt should you have the opportunity of doing so.

Yours truly,

W.C. Van Horne
General Manager

T.W. Pearsall Esq.
Messrs G.L. Scott & Co.
Mills Building, New York

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29th Sept. 1883

Messrs Stroud Sibbald & Co.
104 John Street, New York.

Dear Sirs,

On receipt of a message last night from Mr. Egan expressing some anxiety about the rails for the Western Division, I wired you how many tons you had at New York and Buffalo and how many afloat between Buffalo and Port Arthur. I am awaiting your reply to that message.

Up to the 26 th Egan reports		
		<u>Tons</u>
as received at Port Arthur		10.200
Your advices report as received at		
New York	60	56
	3200	18667
Less sent to Algoma	3600	18.267
	3.200	15.067
		Tons 8.067

The balance 8.067 tons should be in transit between New York and Buffalo, and Buffalo and Port Arthur. Please let me know as nearly as you can how the matter stands.

I need not say that we are relying upon you for the promptest despatch of each consignment as it reaches you.

Yours truly,

W.C. VanHorne
General Manager

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29th Sept. 1883.

H.P. Dwight Esq.
General Manager,
Great North Western Telegraph Co.
Toronto.

Dear Sir,

I have your letter of the 28th inst on the subject of insulators, and am obliged by your offer to order some for us at the same time that you are getting some for your Company.

I have been in correspondence on this subject with a porcelain manufacturer in England, and have sent him drawings of our standard insulator upon which to make an estimate. Until I hear again from him, I hardly feel at liberty to give an order elsewhere.

Yours truly,

W.C. Van Horne
General Manager

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29 September 1883

Harry Abbott Esq.,
Algoma Mills, Ont.

Dear Sir:

C. Shaler Smith is sending a foreman, (Lynn Houser) and a few skilled workmen to look after the erection of the bridges on the Algoma Branch. The complete gang will consist of sixteen, topmen and riggers, and half a dozen laborers, and you will of course supply all that are wanted to make up the complement.

Yours truly,

W. C. Van Horne,
General Manager.

C.P.R. Letterbook No. 3, 1883.

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29 Sept. 1883

John Ross Esq.
Port Arthur, Ont.

Dear Sir,

I have to advise you of the shipment
of 23112 rails by propellor "Tecumseh", schooner "Edward
Blake" in tow, for Gravel Bay and Magokamah. They left
Kingston on the 26th inst.

Yours truly,

W.C. Van Horne
General Manager

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Sep. 29th 1883

Alderman M. Laurent
Chairman, Road Committee,
City Corporation, Montreal

Dear Sir,

Referring to our conversations on the subject of retaining walls and ramps from the Brock Street ramp westward to a connection with the existing retaining wall on Commissioners Street as shown in red on the accompanying plan. I beg to say that this Company will undertake the construction of such retaining wall and ramps if the City will contribute to the cost thereof the sum of \$30.000 and if the Harbour Commissioners will contribute as much of their land as is included within the said retaining wall and as shown in green on the accompanying plan. Provided that Commissioners Street be changed so as to run parallel with said retaining wall and shall not exceed sixty feet in width as indicated on the accompanying plan before mentioned.

I beg also to propose on behalf of this Company that they will build said retaining walls and ramps referred to at their own expense if the City will at its own expense construct the proposed subway between Commissioners Street and Craig Street under St. Mary Street.

I am, Sir,

Yours truly,

W.C Van Horne
General Manager

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29 Sept. 1883.

D.C. Linsley Esq.
Manager
Canada Atlantic Rly.
Ottawa

Dear Sir,

I have your favor of the 24th inst. I made no suggestion about time because it is customary for the shortest line to make the time and for the longest to follow but since you ask my opinion on the subject I would say that I do not believe that a speed of fifty miles an hour, or even forty, can be maintained economically; nor do I believe that all of this through business between Montreal and Ottawa, if concentrated on one line, would pay for running trains so fast. I think the figures suggested by Mr. Baker are certainly fast enough. Through fast trains can be run for a few months without much apparent effect upon operating expenses, but the ultimate effect is, as you know, as certain as death.

I have had a talk with Mr. Baker, who will take advantage of the first opportunity to consult with you on the subject.

Yours truly,

W.C. Van Horne
General Manager

Page 149

Sep. 29th 1883

Collingwood Schreiber Esq.
Government Railways
Ottawa, Ont.

Dear Sir,

We have pressing need of the Neebing Hotel building at Fort William for the accommodation of the large number of workmen we are now obliged to employ in that vicinity.

The house at present is partially occupied by Mr. Caddy and, although we do not wish to put him to any inconvenience. I hope you will be able to arrange other quarters for him so that we can get the full use of the premises as quickly as possible.

Mr. Caddy, I believe, only occupies a small portion of the house and, if he were out of it, we could easily make it accommodate nearly 100 men.

Yours truly,

W.C. Van Horne
General Manager

Page 151

1st October 1883

J.D. Layng Esq.
General Supt.
Chicago and North Western Ry
Chicago.

Dear Sir,

Mr. Angus, our Vice President, leaves here on Wednesday next with the Post Master General and the Minister of Agriculture for the North West, and would like to travel over your Road from Chicago; will you haul the car and party on your evening train of Friday, and back again in about three weeks?

Kindly wire me on receipt of this letter.

Yours truly,

W.C. Van Horne
General Manager

Page 157

1st October 1883

Chas Drinkwater Esq
Secretary.

Dear Sir,

Government Rolling Stock.
Thunder Bay Division.

I made an offer to the Government for this Rolling stock which consists of 19 Locomotives, three coaches and 394 flat cars. My offer was declined and it was agreed to have a valuation, Messrs Crossen of Cobourg, and P. Clarke of the Northern Ry. being appointed valuators. Their reports have now been received in which the Locomotives are estimated to be worth \$91.305⁰⁰, and the cars \$93.985. The offer I made was \$82.900 for the Engines and \$91.498 for the cars, a difference of \$10.892⁰⁰.

Yours truly,

W.C. Van Horne
General Manager

Page 160

2 October 1883

Messrs Barney & Smith Man & Co.
Dayton, Ohio

Dear Sirs,

Referring to the blue print design for
a monogram to be carved on the sleeping car berth panels,
the letters "C.P." alone look too much like "Pullman Company."
I would therefore like to see what your designer can make of
a combination of "C.P.R."

Yours truly,

W.C. Van Horne
General Manager

Page 164

2nd October 1883

Messrs Nicol Cowlishaw & Co.
Broadway and 18th Street
New York

Dear Sirs,

I have your favor of the 27 ulto and
return today by express the parcel of samples received from
you.

The window blinds I have selected are the
pattern to which I have penned a memo that is the darkest
blue ground, and that is the texture we shall require.

I have advised the Barney and Smith manu-
facturing Co. that the cars are to be upholstered in plush,
this puts the "Leicester" and "Grantham" out of the question.

Mr. Shaughnessy our Purchasing Agent will
write to you about the berth curtain; but I may say that I
like the "Arizona" very much, both as to pattern and arrangement
of colour.

Yours truly,

W.C. Van Horne
General Manager

Page 182

4th October 1883

E.P. Ripley, Esq.
General Freight Agent,
Chicago Bur & Quiney R.R.
Chicago, ILL

Dear Sir,

I have your letter of the 27th ulto with
reference to the tents missent from St. Louis to Winnipeg
instead of Algoma Mills.

I find that our Purchasing Agent had to get
out of the difficulty by filling the order for Algoma else-
where, and that the St. Louis tents are still at Winnipeg, where
we may not have any use for them for a long while.

I am desirous of relieving your Company from
the position they are in with the "Missouri Tent and Awning
Co.", and I think that perhaps the fairest way of doing so
would be for you to pay us the freight charges from St. Louis
to Winnipeg, as it will cost about the same to land the tents
at Algoma Mills from Winnipeg when they are called for.

Yours truly,

W.C. Van Horne
General Manager

I return all papers

Enclo.

Page 185

4th October 1883

Thomas Muir Esq.
Manager
Ontario Car & Foundry Co.
London.

Dear Sir,

I have your letter of the 3rd inst. in which you express a desire to tender for some more rolling stock and refer to the Mail Baggage and Express cars recently built for the Company. The cars, part of that order, now running on the Eastern division are giving anything but satisfaction and those on the Western Division have been the subject of a special report to me by Mr. Egan the General superintendent who has gone to some trouble to really ascertain the quality of material and class of workmanship put into the cars.

I enclose for your information copy of Mr. Egan's report.

Yours truly,

W.C. Van Horne
General Manager

C.P.R. Letterbook No. 3, 1883

Page 188

Enclos.

4 October 1883

F. R. F. Brown Esq.
Mechanical Supt.

Dear Sir,

I have to advise you of the execution of a Contract with the Barney and Smith Mang. Coy. for Twelve sleeping cars and one parlor car, at the price of \$12,400 each for the former and \$2,000 for the latter. The cars are to be delivered at their works at Dayton during the months of February, March, April and May, at least eight by 1st May. Payment cash on acceptance.

I enclose you a copy of the specification.

Yours truly,

W. C. VanHorne
General Manager.

Pass

Page 192

5 Oct. 1883

D.D. Michaels Esq.
c/o J.J. Hill Esq
St. Paul, Minn

Dear Sir,

Having heard that you have undertaken a trip to the North West on behalf of the New York Press, and thinking that you may wish to visit the line of this Railway, the President desires me to send you the enclosed pass with his compliments.

Should you require any advice as to the best means of getting to the end of our track (now at the foot of the Rocky Mountains) Mr. Egan, our Supt. at Winnipeg will be glad to give it to you.

Yours truly,

A. Piers

Page 194

Enclos.

5 October 1883

C. Drinkwater Esq.
Secretary &c

Dear Sir,

Referring to the letter of the Secretary of the Department of Railways and Canals to you under date the 7th Septr. which I return, Mr. Egan was asked what he thought of the proposition of the Deputy Minister that we should assume the salary of the Police Commissioner of the Thunder Bay Division, \$100 per mo. He replied that he had employed O'Keefe for anything required, and seemed to think his services sufficient for all our needs. From Mr. Bradleys letter of the 4th inst it appears that O'Keefe is a constable at \$50 per mo; and that Mr. John McDonald is the Commissioner, and the inference is that with an efficient officer at \$50 per mo, we do not require to pay \$100 for the latter. Cannot we get out of it?

Yours truly,

A. Piers
for Genl. Manager.

All papers enclosed

Page 196.

6 October 1883.

Messrs Stroud Sibbald & Co.
104 John Street,
New York.

Dear Sirs,

I have this morning received your letter of the 4th inst. on the subject of diverting the 800 tons of sixty pound rails to a Lake Ontario port. Since writing that letter you will probably have my telegram of the 4th instructing, you to reserve those rails for Peterborough where they are required for the Ontario and Quebec Railway, and I trust that by this time you will have arranged the matter with the Transportation Company.

There are two ports upon which you can figure to get them to Peterborough; - Port Hope and Bellville, - the former is preferred as the rail rate from there is \$1.10 as against \$1.50 from Bellville. The rails will have to be consigned to "Hugh Ryan, Supt. of Construction Ontario & Quebec Railway".

I mentioned in my message of the 4th that we would like to get 500 tons more sixties for the same destination; but failing them it may be necessary to make up the quantity, or as nearly so as possible with the "fifty sixes" which have yet to come. I will advise you as to this on Monday.

The other matter referred to in your letter I will reply to separately.

Yours truly,

W.C. Van Horne,
General Manager.

C.P.R. Letterbook No. 3, 1883

Page 204

6 October 1883

Messrs Stroud Sibbald & Co.
104 John St.,
New York.

Dear Sirs,

Since writing to you this morning I am favoured by yours of the 5th with reference to the Peterboro' rails, and I wired you in reply that we preferred Port Hope as the Lake Port to which to consign them for the reasons stated in my other letter.

I wired you also to arrange (if possible) for an extra five hundred tons of sixties for prompt delivery; the intention being to use these with the 800 tons now afloat to make up the 1300 for Peterborough. I shall be glad to hear that you have arranged this, and to know the approximate date when they may be looked for.

I have to acknowledge also receipt of your second letter of the 5th respecting Algoma rails and the point at issue with Mr. Abbott. The subject shall have early attention.

Yours truly,

W. C. Van Horne
Gen. Manager.

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8th October 1883

Messrs,
DeFilippo Gennaro & Co.
Italia Emigration Bureau,
214 Morris St.,
New York.

Dear Sirs,

I have your letter of the 4th inst. and have as requested forwarded the one enclosed to Mr. Ross at Port Arthur.

You must understand that it is not the Canadian Pacific Ry. Co. who are hiring the labourers on the Lake Superior construction but the Contractors, represented by Mr. John Ross their Superintendent of Construction. The Contractors are in every sense responsible parties, and I feel sure that they will not permit the condition of your countrymen to reach the state pictured in your letter. It is probably based on the random statement of some one malcontent who was afraid to face hard work, but of course I have no actual knowledge.

Yours truly,

W.C. Van Horne,
General Manager.

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9th October 1883

W. C. VanHorne Esq.
at Winnipeg

Dear Sir,

Algoma Hotel

I received your message yesterday asking for copy of Hotel plans to reach you within eight days; and have had all hands at work on them to catch tonights mail.

Algoma Elevator

Mr. Smellie's office knew nothing about an amended plan for Algoma, and had never seen the Port Arthur drawings. Abbott wired me today to send plan of foundation which I have done, cautioning him as to the modifification in width which has yet to be made.

Government Rolling Stock

Your message of today. Copy of Clarke and Crossen's reports go to Mr. Egan by this post.

Telegraph Line

Have wired Abbott to "go on with telegraph Line as proposed."

Rails for Ryan

I did not get your reply to my message until Monday. Feeling the importance of keeping him straight and the undesirability of giving any 50's. I had arranged on Saturday with Stroud Sibbald & Co. to over-run their New York importations 500 tons, which can be delivered this month and put in to Port Hope from Buffalo, thence rail to Peterboro' these with what others are available will keep him all right.

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The Steamers

The "Athabaska" has got through the two locks, "by the skin of her teeth", not an inch to spare, and is now at the dry dock gate unloading her iron.

There are two steamers reported below today (one disabled) which are supposed to be the "Algoma" and "Alberta". They are well up the river, so the disabled one cannot come to much harm, at worst.

Mr. Stephen, Mr. McIntyre and Mr. Abbott left yesterday for Portland by way of the South Eastern and are expected back tomorrow or next day. The papers announce that the Road has been taken over by the Trustees under the provision of the mortgage.

Everything is going along quietly up to the present.

Yours truly,

A. Piers.

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2 enclos.

9 October 1883

Harry Abbott Esq.
Algoma Mills, Ont.

Dear Sir,

I have your telegram of today asking me to send you "plan of "foundation of Elevator the same as Port Arthur", and enclose herewith (first) the plan of the foundation of the Elevator and (second) plan of the foundation for boilers and chimney.&c.

I understand that the Algoma Elevator is to be narrower than the one at Port Arthur in which case these plans will have to be modified; but the General Manager no doubt spoke to you about it when you met him at Toronto and I merely mention the fact lest there should be any misunderstanding.

Yours truly,

A. Piers.

C.P.R. Letterbook No. 3, 1883

Page 229

11 Oct. 1883

Hon. J. J. C. Abbott, M.P.

Dear Sir,

Herewith I hand you a formal notice from the General Manager of the Jacques Cartier Union Ry. of the application of that Company to the Privy Council for permission to put in the connection with the C.P. Ry near Sault au Recollet. I send you also the blue print referred to in the letter, which was received this morning.

Yours truly,

A. Piers

Page 264

At Toronto October 1st 1883

Geo. Stephen Esq.
President, Canadian Pacific Ry. Coy.
Montreal.

Dear Sir,

Referring to our conversation of yesterday morning, I talked with Mr. Baker afterwards about the advantages and disadvantages of the joint use of our Quebec Gate Barracks and Hochelaga Stations by the North Shore Railway and I am now fully satisfied that it would be very unwise on our part to do anything with a view to driving that Company out or inducing them to withdraw. We would save very little in station expenses in their absence - nothing like the amount we are receiving for the facilities provided them.

We pick up many passengers from that line for competitive points that we would lose should their trains run to the Grand Trunk Station and this fact, together with the additional prominence given to our depot by their business, makes it in my opinion desirable to hold them if possible and the importance of this will be much greater after the opening of our Ontario and Quebec line.

As to the proposed connection of the Jacques Cartier Union Railway, I must say that I do not see how we can successfully oppose either the connection or the North Shore doing business through it. Our contract with the Quebec Government provides for a connection with the Grand Trunk evidently for the express purpose of enabling the North Shore to do business with that road and, in view of that clause, we can't maintain the claim that the North Shore Company cannot under that contract do business with a connecting line between St. Martins Junction and Montreal and if, as I believe, we have no ground for fighting or hope of success, I think it unwise to force the Jacques Cartier people to go to the Privy Council in the matter and make us appear there as obstructionists.

I would like therefore, with the assent of the board to inform Mr. Wainwright that we would consent to one connection - not two - on condition that all of the expense of putting it in and maintaining it in proper condition and of the care and

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agreement that will as far as possible protect our interests.

Yours truly

W. C. Van Horne,
General Manager.

At Winnipeg 7th October 1883

John Ross Esq.
Manager of Construction,
Port Arthur, Ont.

Dear Sir:

I have just received the enclosed from Mr. Shaughnessey. I have instructed Mr. Beatty to charter extra vessels if necessary to move the supplies in time. Please give the necessary shipping directions if you have not already done so.

Mr. Shaughnessy's suggestion that the more remote points should be supplied first, I presume you have already had in view.

I will return from the Mountains in about ten days and hope then to be able to see you at Port Arthur about various important matters.

Abbott has a lot of teams and plant suitable for your work that he can ship at once. Please wire me if you want them and where. Also wire me on receipt of this as to supply of men. Abbott will soon be able to spare 1500. Please say where you want them soon.

Yours truly

W.C. Van Horne
General Manager

10 October, 1883

His Worship The Mayor and the Honourable Council
of the City of Winnipeg

Gentlemen:

The Canadian Pacific Railway Company are now in a position to make an arrangement with the present owners of the Manitoba Southwestern Railway and Colonization Company whereby they will secure the interest of that Company in the Louise Bridge.

It is, however, contended by the M.S.W. Company and, as I am advised with good ground, that their contract with the City does not require them to take the bridge over in its present condition, and that before they may be required to receive it under the terms of that contract, it should be made safe in every respect.

About the beginning of the present year, I took the liberty of calling the attention of your honourable body to the dangerous condition of this bridge and pointed out some of the things, which in my opinion were necessary to be done to secure its safety.

The injury to the trade of the City of Winnipeg and to the interests of this Company that would result from the loss of or serious injury to this bridge can hardly be over estimated and it is highly important that something be done at once to guard against such an occurrence.

It is already apparent that the bridge cannot long continue to be used for ordinary as well as railway traffic without great disadvantage to both and without constant danger of serious and perhaps fatal accidents and in view of the rapid increase in the number of our trains it seems highly desirable that some arrangement be made providing for the exclusive use of the bridge for railway purposes and for its abandonment for foot and ordinary traffic at the earliest practicable date.

I have the honour, therefore, to propose on behalf of this Company that they will arrange with the Manitoba S. W. Railway and Colonization Company for the rights of that Company in the bridge and they will undertake the large expenditure necessary to insure its safety on condition that the City will at or before the end of the year 1884, abandon the bridge for ordinary traffic and relinquish



October 13th, 1883

M. F. Burk Esq.
Port Arthur, Ont.

Dear Sir:

Herewith I send you plans of our Algoma Hotel, which will perhaps give you some useful ideas if you conclude to build at Port Arthur. This building is more particularly adapted to a place like Algoma than to your wants, although the general plan is a very convenient one.

The rotunda for one thing is too small for Port Arthur as are the reception and reading rooms and some of the small rooms connected with the main kitchen. These plans call for a very plain and cheap building as it will be of no use except in summer, while yours would run the year round, and I would strongly advise that if you like the general plan you should arrange with Mr. Sorley, the architect who made our plans and who has very good taste in these matters, to make such changes as you think desirable in the general plan and to improve a little the external appearance, which can be done with little additional expense. He should also make the detailed working plans.

I find that it pays to employ a first class architect instead of a poor one and that in this way one is pretty sure of getting good work at less cost.

While I believe that a first class hotel at Port Arthur will pay proudly, I hope you will have nothing to do with it unless you are sure of getting a first class man to run it. There has never been a decent hotel in Winnipeg or anywhere west of Lake Superior and I hope Port Arthur will lead off in the right direction.

Yours truly,

W.C. Van Horne,
General Manager.

Page 285.

15 Oct. 3.

James Ross Esq.
Manager of Construction.
End of Track. West.

Dear Sir,

I have been figuring over the matter of station locations and am satisfied that three or four of the stations between Calgary and the divisional point west will have to be changed next spring in order to avoid throwing away any work.

It will be better in future to put in temporary sidings, wherever it can be done without much, if any, grading until the definite location of the stations can be decided upon.

The location of the stations is a matter of the greatest importance in operating the line and should have the most careful consideration, because a mistake in this direction is a mistake for all time.

Yours truly,

W.C. Van Horne,
General Manager.

Page 290.

16 Oct. 3.

Col. A. G. Irvine,
Regina, N.W.T.

My dear Colonel,

I wired you today that I had wired and written Mr. Ross about the subject of your note of the 12th inst.

His needs have been so great in the way of labour and there have been so many attempts on the part of the men to impose upon him that he may possibly have gone too far in his refusal to pass the men out.

A considerable number of men, whose fare had been paid from Chicago, St. Paul and other points into the country, deserted his work and engaged in cutting timber or prospecting for mineral. These of course he is perfectly justified in refusing to pass.

I am quite sure there is no truth in the statements of the men referred to by Capt. McIliree, that they are unable to find employment.

A good many individual contractors are probably full, but others have wanted them up to within a few days and we are short to-day full 1000 men on our sections and extra gangs.

There is no lack of wood at this time although there will be when winter comes in.

Yours very truly,

W.C. Van Horne.

Page 292.

16 Oct. 3.

James Ross Esq.
Manager of Construction
End of Track. West.

Dear Sir,

I wired you today that officers of the Mounted Police state that there are a large number of men at Calgary, who have been employed on our work and which came in under agreement to be passed out at the close of the season and who are now refused transportation.

The men tell the Mounted Police Officers that they have gone from one contractor to another and failed to get work and the officers state that in some instances they know this to be true.

They also state that some of the men are sick and others out of money.

You are perfectly right in not passing out any men who have deserted the work while their services were needed and particularly men who have gone prospecting or cutting timber for outside parties, but, if there are any cases where we can justly be expected to send the men out for sickness or inability to supply them with work, they should be promptly sent away.

It would injure us to get the reputation abroad of holding the men in the country by any unfair means or in violation of any agreement.

Yours truly,

W.C. Van Horne,
General Manager.

Page 247

17 Oct. 1883
At St. PaulH. P. Bell Esq.
Winnipeg, Man.

Dear Sir,

Referring again to your claim for 72 days work. I have to say that you were employed to go out to the Saskatchewan and report upon what you thought the best crossing of that river.

You came back and recommended a certain crossing and a certain arrangement of the piers and submitted a plan illustrating the same.

You were paid for something more than three months work at the full rate agreed upon for your trip to Medicine Hat and back although the trip only occupied about half that time and the remainder of the time was only partially devoted to working up the results of your trip and the plan before mentioned.

You submitted without their being asked for, certain plans of piers which did not answer our purposes.

The only work done by you subsequent to this, to my knowledge, was in response to my request that you suggest an arrangement of the piers to provide for a draw span which you say was covered by your bill for some three days work.

You say that I ordered alterations in the down stream end of the piers that changed the whole plan. I informed you on looking the original plans over that the down stream plan was not satisfactory and would have to be changed, but I did not request you to do it.

I was particularly careful about calling upon you for any extra work after the presentation of your bill for three days services and upon this point Mr. Baker can give you some information.

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I do not know what you have done for Mr. Ross but all of the plans and work that I am cognizant of since your return from Calgary should certainly have been done inside or two weeks.

I must, therefore, decline to entertain your claim and refer you to Mr. Ross for settlement of anything you may have done for him.

Yours truly,

W. C. VanHorne,
General Manager.

Page 306

Enclo.

19 Oct. 1883
At Chicago

Jno M. Egan Esq.
Winnipeg.

Dear Sir,

I failed to agree with Mr. Manvel about rates for trackage between Emerson and St. Vincent and it is highly probable that this will result in our abandoning the St. Vincent track and requiring the Manitoba Road to deliver cars, including passenger trains, on our tracks at Emerson; we in turn delivering cars for them at their yard at St. Vincent or at such tracks as they may provide at the south of the boundary line.

I will let you know about that shortly.

Mr. Manvel claims that the bills for handling our trains from the depot to the Y at St. Vincent were based on an arrangement between yourself and D. K. Smith and that the service was performed at your request. If this is the case, we will pay the bills. The service was really necessary for our safety, the risk being ours and not theirs.

I therefore return the bills for adjustment.

Yours truly

W. C. VanHorne,
General Manager.

C.P.R. Letterbook No. 3, 1883

Page 308

Enclos.

Oct. 19, 1883
At Chicago.

Jno. M. Egan Esq.
Winnipeg

Dear Sir,

I find on comparing accounts with the Manitoba Company that they have a large number of bills against us that do not appear among our credited vouchers in their favour.

I enclose three statements covering these bills. It is highly desirable that they be disposed of in some way either by approval or rejection.

Statement No. 1 covers a large number of small overcharge accounts all of the papers in which, I am told, have been sent to Mr. Harder. Please have him note in each case what disposition has been made of the account.

Statement number two covers mainly items of car repairs, but nothing appears on the bills at St. Paul to indicate whether or not these are legitimate charges against us. Mr. Bodie says original bills and papers have in all cases been forwarded to us at Winnipeg. If so they are possibly among your papers.

Statement number 3 covers claims which, I presume, are all right. At least, most of them seem to be.

I cannot understand why vouchers have not been made for such items as car service for April and June and for the repairs of our engines at St. Paul.

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As to the pile-driver, the price, I am sorry to say, is correct, but I thought it paid for long ago. Better make sure of that before passing the voucher.

Please have all these matters got into the best shape you can as quick as possible as it is highly desirable to close up our account with the Manitoba Road.

We want to pay them exactly what is properly due, but not a cent more.

Yours truly,

W.C. VanHorne,
General Manager

22 October 1883

Messrs Barney & Smith Mang. Co.
Dayton, O.

Dear Sirs,

On my return from the North West I find several letters from you requiring attention.

The sample berth panel I have examined and returned to you today by Express. The only change I desire in it is the substitution of the enclosed monogram for the one carved on the specimen panel. I think it will be more appropriate in wood carving than the other and we will try it on six of the sleepers; the ground work of the shield to be imitation bark as in the sample. Some filling for this space, other than the monogram, will probably be decided upon for the remainder of the order.

I wired you this evening that the sample of brass trimming forwarded by the Dayton Manufacturing Company was satisfactory.

I return the samples of crimson and old gold plush, both of which I select, six cars to be upholstered with each.

The question of heaters I prefer to leave open until after the first cold spell. We are trying, the "Searle" heater, and so far, our people are inclined toward it, but until they have had an experience of it in really severe weather, it will be safer to reserve the decision.

I mentioned in conversation with your Mr. Barney that we would try both linerusta and maple for the ceilings; but as the linerusta is more or less of an experiment, I would prefer to confine its use to two cars only.

For the deck lights I agree with you that the Cathedral glass set in lead, will be the more appropriate, and this you may adopt.

Yours truly,

A large rectangular area of the page is completely blacked out, obscuring a signature.

Page 330.

23 Oct. 3.

Acton Burrows Esq.
Secretary and Treasurer
Board of Agriculture
Winnipeg, Man.

Dear Sir,

I have your favour of the 18th inst. regarding a Provincial Exhibition at Winnipeg next season.

We will be glad to do anything we consistently can to contribute to the success of your scheme and will make very low rates for points in Ontario and Quebec, but I cannot say just what they will be until we have had an opportunity to consult the steamboat lines.

I do not think we should make a smaller local rate than one fare and one fifth for the round trip, which is the customary rate on railway, in the Western States.

Where the special round trip rate is made one fare or less there is always more or less speculation in and misuse of the tickets.

However, if the difference is at all likely to injuriously affect the proposed exhibition, we will give the matter further consideration.

Yours truly,

W.C. Van Horne,
General Manager.

22 October 1883

A. L. Hopkins Esq.
Missouri Pacific Railway
New York

My Dear Sir,

My absence in the Northwest has prevented earlier attention to your note of the 1st inst.

I enclose you a map of Eastern Canada, New York and New England on which our lines are shown in red.

You will see that our principal New England connection must be north and east of Lake Champlain and that our most central New York connection is via Brockville and Utica.

I do not see, therefore, how the Adirondack Railway could be of much use to us.

There is very little business between Ottawa and New England point certainly not enough to justify another bridge across the St. Lawrence River.

The Canada Atlantic Railway was built last year from Coteau to Ottawa with a view to doing this very business, but I believe that up to this time they have not found any.

There is some doubt as yet as to who will control the St. Lawrence and Ottawa Road, but, whether it is controlled by this Company or by the Grand Tunk, it would be very much better for the Adirondack Railway to make its connection for Ottawa and points beyond at Ogdensburg, rather than by a new line north of the St. Lawrence.

Yours truly,

W. C. VanHorne,
General Manager.

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Oct. 26th 1883

A. Manvel Esq.
General Manager
St.P. M. and M. Ry.
St. Paul, Minn.

Dear Sir,

Referring to your note of the 23rd inst about mileage allowed on our sleeping cars, I wish it understood that we take exception to the allowance of three cents per mile for the use of sleeping cars: and equipment.

Yours truly,

W. C. VanHorne,
General Manager.

Page 353

25th October 1883

Sir A. T. Galt G.C.M.G.
North Western Coal & Navigation Co.

Dear Sir,

I am authorized by the Board of Directors to inform you that in case you are successful in organising your Railway Company and in constructing the proposed line from Medicine Hat to Fort McLeod, or a point in that vicinity, we will enter into a traffic contract which will enable your Company to make through rates to and from stations on your line, and Port Arthur, Emerson and Winnipeg, provided such through rates shall not be lower than the regular distance tariff rates of this Company West of Lake Superior for corresponding distances on its own line.

This Company will receive as its proportion of such through rates the following percentages:

Division of Through rate

To or from points on your Railway at a distance from Port Arthur, Emerson, Winnipeg, the Junction of the C.P.Ry. of

	Your Line	CPR	Your Line	CPR	YOUR Line	CPR
10 to 20 miles	8%	92%	10%	90%	12%	88%
20 to 30 miles	11%	89%	13%	87%	15%	85%
30 to 40 miles	14%	86%	17%	83%	19%	81%
40 to 50 miles	16%	84%	19%	81%	21%	79%
50 to 75 miles	18%	82%	21%	79%	23%	77%
75 to 125 miles	20%	80%	23%	77%	25%	75%

We will undertake to transport Coal from points on your line of Railway, in car loads of not less than fifteen tons (of two thousand pounds) from Medicine Hat either east or west at the following rates:



East or west from Medicine Hat

	Rate per ton
to 10 miles	\$.90
10 to 15 miles	1.10
15 to 20	1.20
20 to 25	1.25
25 to 30	1.30
30 to 40	1.40
40 to 50	1.50
50 to 75	1.70
75 to 100	1.90
100 to 150	2.30
150 to 200	2.65
200 to 300	3.30
300 to 400	3.90
400 to 500	4.45
500 to 600	4.80
600 to 660	5.00

Yours truly,

W. C. VanHorne,
General Manager.

C.P.R. Letterbook No. 3, 1883

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25 October 1883

Sir A. T. Galt, G.C.M.G.
director
North Western Coal & Navigation Co.

Dear Sir,

Replying to your several questions of this date I beg to say that the Canadian Pacific Railway Co. will transport from Port Arthur to Medicine Hat, rails, splices, spikes and bolts, for the construction of your proposed Railway, in car loads, at the rate of eighty two hundredths of a cent per ton per mile ; and will transport his piles and bridge timber from points west of Calgary to Medicine Hat at one cent per ton per mile.

I have also to say that this Company will grant free right of way through any of their Roads which may be crossed by your line; and that you may command the services of our Assistant Chief Engineer as Consulting Engineer for your Company. In respect of Depot facilities at Medicine Hat and of all other matters wherein we can assist your Company you may depend upon the most liberal treatment.

Yours truly,

W. C. VanHorne
General Manager.

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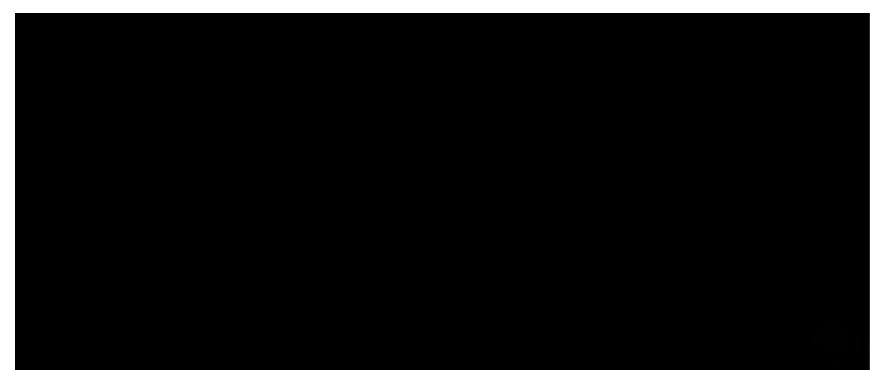
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